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BIRTH.

MCCANN.—On September 3, at 19 Chatham Road, Kowloon, to Mr. and Mrs. John Smith McCann, a daughter.

The China Mail.

—BUTS, JUSTICE, PUBLIC SERVICE—

HONGKONG, MONDAY, SEPT. 5, 1921.

LAND SALES.

It would be hard to suggest a subject for controversy on which more could be said on both sides than the subject mooted in Mr. Bird's question, at the last Legislative Council meeting, would the Government sell building sites in non-urban areas by private treaty instead of public auction? But for the extraordinary confusion in the official reply, we would have heartily applauded the Government's attitude and decision. Brief as was the Colonial Secretary's answer, far too brief for such a large subject, it included a statement that seems to us regrettable, and a statement that robs us of our satisfaction with the Government's decision to adhere to what we regard as the fairest way of distributing our superfluous lands.

The Colonial Secretary astounded us with the announcement that "sales by private treaty are not infrequently effected in special cases." He also rather surprised us by giving as the Government's reason for not departing (save in those "not infrequent" special cases) from "the general principle of sale by auction" that in that way the community "obtains the full value of the land." That does not follow, but if it did it is not the only or even the main reason for the general principle of open and advertised sales. We do not suggest that our officials are not all honest and incorruptible men when we say

that the chief reason for that general principle is to safeguard against land-grabbing by "pull" or by bribery or by favouritism. Somewhere outside the urban boundary there is a desirable building site. Theoretically, we all have an equal right to it, though it is plain that we cannot all have it. There are men here who seriously claim that the "discoverer" has a superior claim to it, but if we admit that, we would have men devoting themselves to such discoveries, while we others were pursuing our ordinary avocations. The discoverer goes to the government, pays a deposit to cover the cost of advertising the sale, etc. (otherwise the Government would be bothered by fickle persons asking for lots to be put up for which they would not bid) and then the Government (often after tedious delays) announces the sale and gives us all a chance, the highest bidder winning. Now this is the probable cause of Mr. Bird's proposal. It has often happened that a man has marked out a site like that, and got the Government to put it up, and some other party who took no preliminary trouble at all has come in and outbid him. This must be annoying to the discoverer; but it is not so bad for the community as would be the abuses that might easily creep in if Mr. Bird's proposal had been agreed to. Members of the Executive Council, or friends of theirs, might get the pick of the available lands too cheaply. Even now we are worrying a bit over the nature of those "special cases" to which the Colonial Secretary referred. There must be many, if he says they were "not infrequent." May we safely take it that they would all bear public inspection? No favouritism? No unfair advantage? No "special" prices? A rule, rather than a "general principle," establishes public confidence. We shared an impression, which is quite common, that it was a rule here that all lands were disposed of openly and publicly. We

applaud the Government's adherence to the principle. We deplore its confession that there have been frequent breaches of it. We urge it to make it a strict rule. Previous governments of Hongkong have been dishonest; others have been slack. We hope better things of the present one, which (it may comfort it to know) appears to us to be doing very well indeed.

Incidentally, though the remark is probably capable of innocent and satisfactory explanation, our attention has been called to something said by our very worthy and hard-working Director of Public Works. He spoke of plans of land along new roads being ready for the Government, "for them to reserve plots and for the others to be put up to the public." What are these reservations, and why is not every site along a new road (where the Government has no public building in view) put up to the public? There is nothing that should be more jealously watched, or more scrupulously done, than the distribution of public lands, because there is never enough to go round.

LOCAL AND GENERAL.

H.M.S. "Cairo," Captain H. S. Curry, D.S.O., left Hankow for Hongkong on August 29.

Mr. N. Hardie has passed his examination as master (s.s.). Mr. J. Roberts passed as 2nd Engineer.

The Hongkong Rope Manufacturing Co., Ltd., has declared an interim dividend of \$1 per share.

Anna El-Tour and Leo Podolsky, for their concerts in Manila, got enthusiastic notices in the papers there.

Mr. R. J. Mules, civil engineer, Devonport Dockyard, has been appointed to Hongkong vice Mr. C. H. Cole.

The night swimming fete at the Victoria Recreation Club will be held on Wednesday, the 7th inst., weather permitting.

A tea factory in Honam was the scene of a big fight between union labourers and non-union men last Thursday.

Jose de Castro, a Filipino, was fined on Saturday because opium and a pistol were found in his flat in Wellington Street. He was fined \$250 for the opium and \$150 for the gun.

Suffering from injuries received in the course of a fight with another man who has absconded, a Chinese is now in the Government Civil Hospital receiving treatment. His injuries are not considered serious.

In connection with the Hongkong University Matriculation examinations in November, particulars are announced in our advertisement columns of four scholarships which will be awarded on the result of the examination.

During the blow from the rail of the typhoon which caught Hankow recently the "Chekiang" inward bound, was driven against H. M. S. "Cairo," which was at anchor in midstream. Both vessels suffered a certain amount of damage.

Major-General Leonard Wood authorizes the statement that the Wood-Francis Mission will visit China and Japan, leaving Manila in the middle of September. General Wood expects to return to the United States before taking up his appointment to the Governorship of the Philippines.

Mr. R. C. Treman of Nanking was dashed over the Kuling falls on August 26. He had gone with a party to the falls and was seated with others on a cloudburst of the hills above swept him off his feet and over the falls. A party went out at night to search for the body. This tragedy coming after the similar death of Miss Kunkle last year, has thrown the whole population into gloom, says a correspondent.

The excavations in Queen's Road Central, it was explained to a China Mail reporter at the head office of the Hongkong Electric Co., this morning, are incidental to the laying of new cables, the present system having practically reached the limit of its capacity. These new cables, which will be laid throughout the city to meet growing demands, will eventually form part of the Company's big scheme to increase power from 100 to 200 volts.

The following results of shorthand examinations held at the Italian Convent, have just been received:—Elementary: First best, Miss Agnes Gill; Second best, Katherine Hunt; third best, Muriel Tanaka; followed by Dolores Talmage, Mary Medina, Laura Figueiredo, Avica Marsh, Frances Dunn, Mercedes Castillo, May Dillon and Laura Dunn. Theory: Elisabeth Ward and Bertha Santos. Full certificate: Vida Williams, Edwina Rogers, Lina Rosa, Agnes Funk, Mollie Rahman, Annie Cordeiro and Laura Santos.

SPECIAL CABLE.

CHOLERA AT SHANGHAI.

TWO DEATHS.

[China Mail Special.]

SHANGHAI, September 5. Several foreigners in Shanghai are suffering from cholera. There were two deaths during the past seven days.

STRANDED STEAMERS SAFELY DOCKED.

VERY LITTLE DAMAGE.

[China Mail Special.]

SHANGHAI, September 5. The Cordillere and the Glauco reached Shanghai on Saturday. They were now in dry dock. They suffered comparatively little damage.

BRIBE OFFERING.

SOLICITOR'S CLERK AND STALLHOLDER.

Sergeant Elston, in charge of the Hawks' Licensing Department, at the Central Station, on Saturday charged a Chinese woman before Magistrate Lindsell with having offered him a bribe of \$30.

According to the sergeant, the defendant, who was formerly the holder of a cigarette stall at the corner of Jubilee Street and Connaught Road Central, was, in consequence of the discovery that she had obtained the pitch from another woman by deceit, ordered in July to move to another locality. Since that time, she had interviewed the witness at the Central Station several times with a view to having the old pitch restored to her. The last occasion she saw the witness was on August 31, when she handed him a chit by Au Cheuk Sang, a man who had accompanied the defendant in her interview with the witness, and had described himself as an assistant clerk to Mr. Longinotto, solicitor. After he had read the note, the defendant handed him another envelope. This contained two \$10 notes, nine \$1 notes and \$1 in silver. When asked what the money was for, the defendant leaned over the table and whispered to the witness, "I have given \$20 to Au Cheuk Sang to your brother, and this \$30 is for you. I want my old pitch back."

Then, as if by way of an afterthought, the defendant added "Give \$10 to Lo Yin (the original holder of the pitch). The witness took her to the charge room.

The defendant said that Au Cheuk Sang gave her both envelopes, the one containing the money in the left hand and the other in the right. He told her to give the sergeant the letter first, and not to surrender the money until he asked for it. After reading the note, she alleged, the sergeant stretched out his hand to receive the other envelope, and she handed it to him. She would not have surrendered it had he not asked for it.

The sergeant denied this. Au Cheuk Sang said that he had been a solicitor's clerk for 15 years. He admitted that he had written and signed the note produced, and given the defendant instructions regarding the money. The defendant had often interviewed him with regard to her pitch, and in order to put an end to her consultations, which were annoying him, he lied to her once that he had offered money to Sergeant Elston, but was not successful in getting her pitch back. She elected to try herself, so he wrote out the note for her.

The Magistrate remanded the case in order that Lo Yin, the original holder of the pitch might give evidence. This morning the defendant was committed to stand his trial at the next Criminal Session.

Mr. Longinotto appeared in Court this morning and denied that Au Cheuk Sang was his clerk. The man had since absconded and cannot be found.

CHEEKING THE POLICE.

COSTS MONEY.

A Chinese was this morning charged before Magistrate Lindsell with having used abusive language towards an Indian Sergeant at Hung-hom yesterday. The Sergeant said that he was talking to a constable near the station yesterday afternoon, when the defendant passed him and said in Chinese "Malo knoi, what are you talking about?" The defendant then imitated the witness's speech. As the defendant was obviously doing this to annoy him, the witness arrested the defendant. The defendant said that he was talking in the Tungku dialect with a friend about a pair of shoes which he had bought, and the Sergeant must have misunderstood him. He certainly did not address the Indian as alleged. A fine of \$5 was imposed.

FUTURE OF FILMDOM.

VISITING KINEMA MAGNATE INTERVIEWED.

PICTURE OF TO-MORROW.

VOICE AND COLOUR IN MOVING PICTURES.

The talking cinema, the coloured film, the home projector, the picture of to-morrow—these and many other fascinating aspects of the great moving picture industry were discussed with a China Mail reporter on Saturday by a member of America's largest film exporting concern, Dr. Howells, brother of David P. Howells, famous in the United States as the head of First National. Dr. Howells, who is making a business tour of the East, visiting India, Java, Malaya, China and Japan, stated that First National, in addition to controlling 4,300 picture houses in the United States, is the largest exporter of American films today. Apart from films shown in the open market, it controls the distribution of First National and Metro pictures to the entire East, a field in which it is the pioneer exporter of big feature films. In Britain which is its best customer for American films, it has established its own distributing agency.

A \$16,000,000 CONTRACT.

The story of how First National came to be formed is itself interesting. At the mercy of his star, the producer formerly exacted such exorbitant prices for his pictures that an exhibitors' association was formed as a protective measure. Started thus, First National soon found itself in a position to outstrip its competitors and secure the best pictures in the open market. The latest achievement to its credit is the biggest contract ever made in the cinema industry, a 4-year compact with Norma and Constance Talmadge involving the record figure of \$16,000,000. Incidentally, it is interesting to note that eight years ago these two famous stars were the daughters of an Irish policeman living on the East side of New York City with a salary of \$80 a month. Norma Talmadge has just won a popularity contest for the United States organised independently of the cinema industry.

HOME KINEMAS.

The cinema offers a wonderful opportunity for new ideas in education, said Dr. Howells, especially in such subjects as botany, physics, geography, etc. There is scarcely a branch of science that could not benefit by using the film in spreading its teaching. To-day hundreds of small projectors are being manufactured, and in most American schools films of great educational value are being shown to the scholars. Himself a skilled surgeon, Dr. Howells, believes that the cinema will prove itself invaluable in the medical profession.

Dr. Howells thinks that with the cheapening of production costs both in projectors and films few homes will be without their parlour cinema. It is possible even now, he said, to buy a projector for \$5125 and to hire films at a reasonable rate. These projectors can readily be attached to the ordinary electric light socket. The day will come, he added with enthusiasm, when your batch of reels will be delivered at the house just as your morning papers are delivered now.

FILM CIRCULATING LIBRARY?

Did he foresee the day when the circulating book library would make room for the circulating film library? For answer, Dr. Howells smiled and remarked that it was difficult to foretell the ultimate future of the film. When one glanced at the progress made by the film during the last ten years the improvement seemed incredible. Nevertheless he thought that the coming years would see equally wonderful advances in general excellence.

Regarding the future of the home cinema, it must not be forgotten, he emphasized, that the picture house was the only place that could do justice to many of the better pictures. Much frequently depended on presentation, especially in big pictures like "Intolerance."

THE TALKING KINEMA.

Did he think there was any future for the talking cinema? Dr. Howells looked dubious. True, certain success had been achieved in reproducing the human voice for the cinema, but realism would never be attained until the other sounds of the moment were also reproduced. It was not sufficient that you hear the voices of two people conversing in a railway carriage; you must also hear the rattle and the rumble of the express train if the effect were not to appear grotesque. In any event we would always be left with the fact that the eye offered the shortest journey to the brain.

Do you think, asked our representative, that the day will ever come when all pictures will be shown in colour?

Some wonderful work is being done to-day in coloured photography, replied Dr. Howells. Yes, I think that some day we will get colour.

CRIME MYTH.

And the stereoscope. Do you think that a stereoscopic effect can ever be attained?

Two men have practically devoted their lives to this problem. Perspective

is now faultless, and I think it is possible to get depth. Dr. Howells holds the firm opinion that instances of the film having any effect on crime are very rare, indeed that the cinema has little or no effect on crime.

This view, he said, was supported by several recent court decisions in the United States. Only the other day in India an attempt was made in the courts to prove that a certain spectacular crime had been inspired by the alleged morbid influence of the cinema, but the judge trying the case had negatived that.

THE KINEMA AND THE LEGITIMATE STAGE.

Where one dollar is spent in the construction and upkeep of theatres in the United States for the legitimate stage five hundred dollars are spent for the moving pictures.

This was the answer Dr. Howells gave to a query regarding the respective futures of the cinema and the legitimate stage. This means, he added, that in America today very few travelling companies leave New York to play in the West, and that cities with a population of less than 500,000 can boast very few legitimate stage attractions during the season.

Nevertheless, he must confess that the legitimate stage would never lose its appeal for him, especially comedy productions. He did not think combined vaudeville and cinema performances would ever achieve much favour. There were very few in America and they were not popular in Britain.

PICTURE OF THE FUTURE.

The picture of the future, said Dr. Howells in answer to a further question, will be sadder—less sensational and more true to life. "Of course all art must be exaggerated, but I think the day of the very thrilling serial with ten buckets of blood is gone. I really commend the action of some censors in refusing to pass extreme examples of this class of film, especially for exhibition in Oriental countries. We have tried to get away from the merely sensational type of picture, and First National now makes no serials."

"The cinema producer has the whole field of literature, science and current history to explore," continued Dr. Howells, "and it is there that I think the best pictures of the future will find their birth. To make a good picture it requires first a good director, next a good star and supporting cast, then a good story. Too often you get a good director and a good star but a mediocre story. Obviously the best story is the story written to stand on its own merits, and it is to the literature of the world that the cinema producer must turn for the best material."

FILM HISTORY OF THE WORLD.

And in your opinion the ideal picture—?

A picture like "Daddy Longlegs," replied Dr. Howells, a picture with a wonderful story, a good star, and a great director. Take certain classic pictures of to-day. They will always be classics of the screen—"Intolerance," "The Four Horsemen of the Apocalypse," "In Old Kentucky," and "Daddy Longlegs" to name but a few.

Do you think the future will see the pictures equalling or surpassing the colossal scale of "Intolerance"? One of our latest productions, said Dr. Howells, "The Four Horsemen of the Apocalypse," produced by the Metro organisation cost \$800,000. At this moment there is a producer engaged in screening nothing less ambitious than a history of the world, "Intolerance" eclipsed.

CAPRICIOUS PUBLIC.

What do you consider the most successful picture produced under the aegis of First National?

Dr. Howells smiled quizzically. The finest, or even the most expensive picture is not necessarily the most successful, financially, he said. "Passion," a picture featuring Pauli Negre, whom David P. Howells discovered in Germany shortly after the termination of the war, had an exhibition value in the United States of \$1,025,000. Incidentally First National has now induced Pauli Negre to come to America to make pictures for it. Furthermore, a picture will receive a splendid reception at one place and a cold one at another. It is difficult always to gauge the success of a picture, and a producer must be guided more by the instinct or intuition than by ordinary business rules. One of our most successful pictures from the financial standpoint was "In Old Kentucky," which I believe was shown locally at the Coronet Theatre. Our first serial "Son of Tarran" also met with great success.

A BRITISH MASTERPIECE.

Do you think that British producers can ever challenge America's lead? Some wonderful films have been made in Britain. A notable instance that comes to mind is a film version of a Dickens book made by a company that shortly afterwards disbanded for lack of financial support. That picture was a masterpiece, and First National was not slow in securing the rights for America. British pictures are distinguished by some excellent qualities, though the attention given to detail in itself unimportant is at times apt to become wearisome.

Then you think—? You have seen the French picture, said Dr. Howells. It is typically French. You have seen the Italian

MAGICIAN ARRESTED.

"PLANTING THE SILVER TREE."

WOMAN'S AMAZING CREDULITY.

A Chinese was this morning charged before Magistrate Lindsell with having stolen \$118 in money and \$145 worth of jewellery from a Chinese woman living at No. 11 U Ring Terrace.

Sub-Inspector Grant, who prosecuted, described the case as the old story of "planting the silver tree." The defendant was alleged to have gone to the complainant's house on Saturday to tell her fortune. After examining the palms of her hands, he told her that a lot of money was coming her way very soon, but she would have to comply with certain conditions. On his instructions, the woman procured two ginger jars. In one she placed all her money and jewellery, and in the other some scrap iron. Both jars were covered with paper and sealed. Then, the defendant, who was "something of a magician," by quickness of hand changed the position of the jars without the woman's knowledge.

Handing her the jar which was supposed to contain the jewellery, he instructed her to lock it in her box. She was not to open it until 24 hours had elapsed, when, he assured her, for every \$1 she had placed in the jar she would get \$10. The other jar, the defendant said, according to the conditions, must be thrown into the harbour. He took it away with him, but he had not been gone a quarter of an hour, when the woman's curiosity led her to open the jar in her custody. To her surprise, it contained no valuables but only worthless iron. She immediately went in search of the defendant and found him at the Star ferry. When searched at the station, practically all the money and jewellery was found on the defendant. He also had on him a railway ticket to Shekling.

WHERE AMERICA LEADS.

It is this universal appeal that you think will leave the lead with America?

For years to come America will keep her lead in the cinema industry. Her strides since the war have been enormous. Originally she imported all pictures from France, and now France is her second best customer.

To what do you attribute this supremacy of the American picture?

The reason why America can produce the picture of world appeal and universal sympathy is found in the varied nature of her people. There are more Jews in New York than in Jerusalem, more Irishmen than in the city of Dublin. It is the presence of this great cosmopolitan mass of people that tends to give the American picture a more universal appeal than pictures produced in countries with a less varied population.

Then there is the vital factor of climate, continued Dr. Howells. Nowhere could you have a climate better suited to cinema production than that of South California. No nation outside America has made such rapid advances in production of pictures as Britain, but your climate offers a serious handicap to your producers.

KINEMA TRADE IN CHINA.

For the same reason then you do not think that the cinema industry will gain a footing in a country like China?

The climate of the East, especially that of the Malay States and Java is too humid for the best results to be obtained. Indeed I frequently found ordinary photography at certain times from the expense of coming to China, most producers can get all the colour and atmosphere they want by a little skilful staging in California.

Speaking of China, added Dr. Howells, I might mention that the cinema trade in the East shows less signs of the general depression than most of the other trades. People will go to their cinema theatre.

You will get here in Hongkong, said Dr. Howells in answer to a final query, the latest and the best pictures just one month after their release in America. In other words, you will be only one month behind Broadway. That one month is consumed in getting the picture out here.

HONGKONG WONDERFUL.

Dr. Howells, who has already visited Europe in the course of a world tour, left Hongkong for Shanghai by the "Empire State" yesterday morning. From Shanghai he goes to Hankow, thence to Peking and home to America via Japan. He had just one word to describe Hongkong which he had visited for the first time—"Wonderful!"

Hongkong Amusements Ltd., are the local agents for First National, many of whose best pictures have been shown at the Coronet and the Kowloon Theatres.

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| WEIHAIWEI, CHEFOO, NEWCHOWANG | SECHUEN | Sept. 6, at 8 a.m. | |
| TIEN-TSIN | SECHUEN | Sept. 9, at 4 p.m. | |
| SHANGHAI AND TSINGTAO | YINGCHOW | Sept. 10, at 4 p.m. | |
| SHANGHAI | YINGCHOW | Sept. 13, at Noon | |
| HOIHOW, PAKHOI & HAIPHONG | YINGCHOW | Sept. 14, at 2 a.m. | |
| SHANGHAI | YINGCHOW | Sept. 15, at Noon | |
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|------------------|------------|------------|
| "KEYSTONE STATE" | Sept. 10th | Sept. 30th |
| "SILVER STATE" | Oct. 11th | Oct. 11th |
| "SILVER STATE" | Oct. 11th | Oct. 11th |
| "SILVER STATE" | Oct. 22nd | Nov. 11th |

| S.S. | DATE | TO |
|---------|------------|------------|
| "CROOK" | Sept. 12th | Sept. 12th |

| S.S. | DATE | TO |
|-----------|------------|------------|
| "PAWLETT" | Sept. 20th | Sept. 20th |
| "COAXET" | Oct. 15th | Oct. 15th |

Through Bills of Lading issued to Overland common points Passenger and Freight Particulars. Apply to:-

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON
Via Panama

S.S. "SCHODACK".....Sept. 15th

For freight space and particulars apply to:-

THE BARBER STEAMSHIP LINE, INC.

THE ADMIRAL LINE,

TELEPHONES 2477 & 2478. 5th Floor, HOTEL MANSIONS.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

| GLYMONT | DATE |
|-----------|-----------|
| CADARETTA | 8th Sept. |

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, HOTEL MANSIONS. Telephone 2477 & 2478.

PASSENGER OFFICE. QUEEN'S BLDG., 2 LOS HOUSE ST.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT AND PASSENGER SERVICE.

BETWEEN

JAPAN, HONGKONG & JAVA

Sailings subject to alteration.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.
S.S. "BORNEO MARU".....Sailing on 9th Sept.

FOR JAPAN.

Ports of call:—Mojji, Kobe, Osaka and Yokohama.

S.S. "MACASSAR MARU".....Sailing on 13th Sept.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraphy.

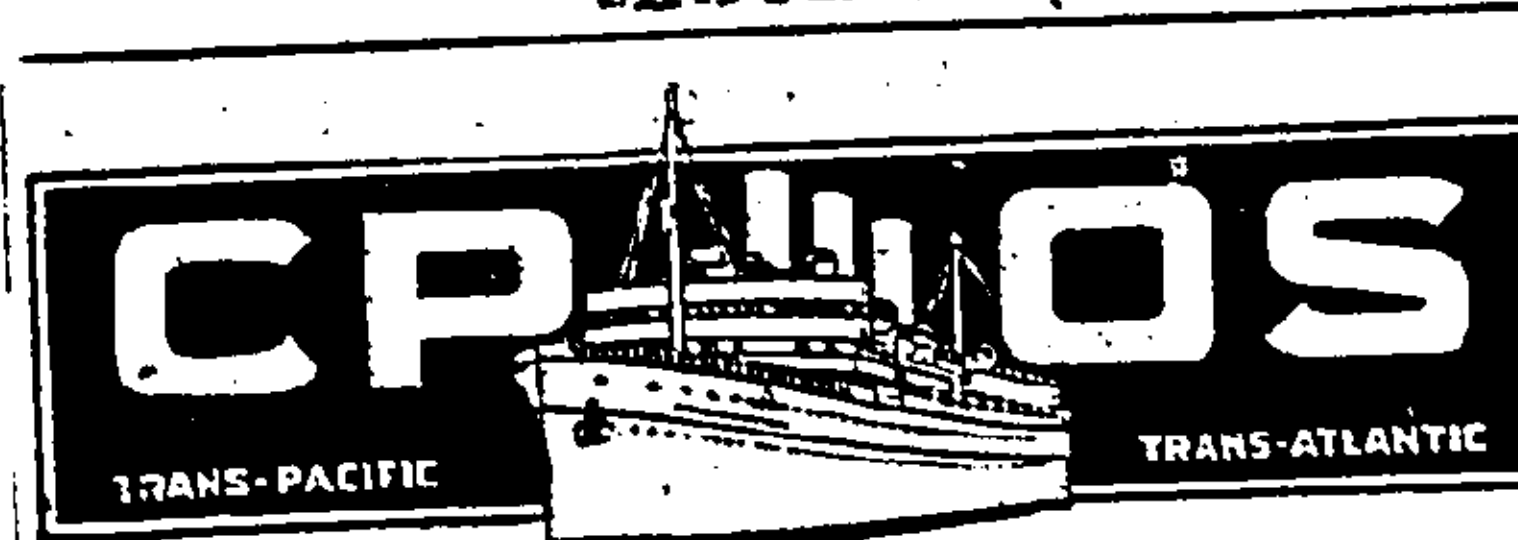
For further information please apply to:-

K. SUZUKI,

Telephone No. 2206.

No. 5, Queen's Road Central.

SHIPPING



HOME VIA CANADA.

| FROM | STEAMER | DATE | TO |
|-----------|----------|---------|------------|
| E. Asia | Sept. 15 | Oct. 3 | E. France |
| E. Japan | Sept. 20 | Oct. 11 | E. France |
| E. Russia | Oct. 13 | Oct. 31 | Victorian |
| Monteagle | Oct. 23 | Nov. 19 | E. Britain |

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments & Dining Rooms.

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INCORPORATED IN U.S.A.

HONGKONG TO SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING".....Sept. 18th

S.S. "CHINA".....Nov. 3rd

HONGKONG TO SINGAPORE

S.S. "NILE".....Oct. 4th

S.S. "CHINA".....Oct. 15th

S.S. "NANKING".....Nov. 4th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, TELER HOUSE, PASSENGER DEPT. No. 1934.

JOS HOUSE STREET, TEL. FREIGHT DEPT. & AGENT. No. 2161.

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HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOI & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

| STEAMSHIP | DATE | LEAVING |
|-----------|---------------------|---------------------------------|
| HAICHONG | Capt. W. Cooper | WEDNESDAY, 7th Sept., at 2 p.m. |
| HAICHONG | Capt. W. O. Pasmore | FRIDAY, 9th Sept., at 2 p.m. |
| HAICHONG | Capt. A. E. Stewart | TUESDAY, 12th Sept., at 2 p.m. |

Arrivals and Departures from the Company's Wharf (near Elsie Pier).

For FREIGHT and PASSAGE apply to:-

DOUGLAS LAPRAIK & Co.

General Managers.

NEW YORK VIA SUEZ

Subject to change without notice.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DRAGAGE BAY, DURBAN (Natal), EAST LONDON, PORT ROZARRETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to:-

THE BANK LINE, LTD.

General Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

| FOR | STEAMERS | DATE |
|--|--------------------|------------|
| LONDON, ROTTERDAM AND HAMBURG | S.S. "BANDON HALL" | 24th Sept. |
| LONDON, ROTTERDAM, HAMBURG AND GLASGOW | S.S. "KENTUCKY" | 3rd Oct. |

Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

Or to REISS & Co., Canton.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM SHANGHAI:

| DATE | STEAMER | TO |
|---------|----------------------|------------------|
| Sept. 6 | R. F. Ascanius | City of Canton. |
| 7 | R. F. Ninkow | Ninkow. |
| 8 | R. F. Dikara | Dikara. |
| 9 | R. F. Ruyppus | Ruyppus. |
| 10 | R. F. Knight Templar | Knights Templar. |
| 11 | R. F. Dunera | Dunera. |
| 12 | R. F. Sumasut | Sumasut. |
| 13 | R. F. Forymachus | Forymachus. |
| 14 | R. F. Felcus | Felcus. |

FROM JAPAN:

| DATE | STEAMER | TO |
|---------|----------------------|----------------|
| Sept. 7 | R. F. Arratoon Apoc. | Arratoon Apoc. |
| 13 | R. F. Tunda | Tunda. |
| 14 | R. F. Rhyber | Rhyber. |
| 15 | R. F. Anyo Maru | Anyo Maru. |
| 16 | R. F. Eastern | Eastern. |
| 17 | R. F. Elenora | Elenora. |
| 18 | R. F. Takada | Takada. |
| 19 | R. F. Glucera | Glucera. |
| 20 | R. F. Theresus | Theresus. |
| 21 | R. F. Pyrrhus | Pyrrhus. |
| 22 | R. F. Khiva | Khiva. |
| 23 | R. F. Arafura | Arafura. |
| 24 | R. F. Titus | Titus. |
| 25 | R. F. Sardinia | Sardinia. |
| 26 | R. F. Antiochus | Antiochus. |
| 27 | R. F. Narmala | Narmala. |
| 28 | R. F. Nyatza | Nyatza. |
| 29 | R. F. Schmitt | Schmitt. |
| 30 | R. F. Metter | Metter. |
| 31 | R. F. Terebas | Terebas. |

FROM MANILA:

| DATE | STEAMER | TO |
|---------|----------------|-----------|
| Sept. 9 | R. F. Tallybus | Tallybus. |
| 20 | R. F. Tyndarus | Tyndarus. |
| Oct. 21 | R. F. Proteus | Proteus. |
| Nov. 21 | R. F. Ixion | Ixion. |
| Dec. 21 | R. F. Tallybus | Tallybus. |
| 30 | R. F. Tyndarus | Tyndarus. |

FROM JAVA:

Sept. 8—J.C.J.L. Tjilatjap.

FROM CALCUTTA:

Sept. 7—N.Y.E. Bonten Maru.

7—B.I. Takada.

FROM SYDNEY AND MELBOURNE:

Sept. 13—A.O. Chongha.

15—N.Y.E. Ninko Maru.

26—E. & A. Arafura.

FROM VANCOUVER:

Sept. 8—C.P.O.S. Empress of Asia.

13—R. F. Tyndarus.

Oct. 13—R. F. Proteus.

Nov. 3—R. F. Ixion.

21—R. F. Tallybus.

Dec. 15—R. F. Tyndarus.

Jan. 13—R. F. Proteus.

FROM LONDON:

Sept. 11—P. & O. Khiva.

15—G. L. Iyo Maru.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND.)
MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

| S. S. | Tons | From Hongkong (about) | Destination |
|-----------|-------|-----------------------|-----------------------------|
| "KASHMIR" | 9,700 | 8th Sept. | MAHARAJA, LONDON & A'warp |
| "DILWARA" | 9,400 | 13th Sept. | Singapore, Colombo & Bombay |
| "KHYBER" | 9,400 | 16th Sept. | MAHARAJA, LONDON & A'warp |
| "KHIVA" | 9,400 | 14th Oct. | MAHARAJA, LONDON & A'warp |
| "RINDIA" | 9,400 | 18th Oct. | MAHARAJA, LONDON & A'warp |
| "KARMA" | 9,400 | 11th Nov. | MAHARAJA, LONDON & A'warp |

BRITISH INDIA-APCAR SAILINGS (South)

| | | | |
|-----------------|-------|-----------|--|
| "ARRATON APCAR" | 4,510 | 9th Sept. | Calcutta, via Singapore, Penang and Rangoon. |
|-----------------|-------|-----------|--|

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|-----------|-------|------------|--|
| "EASTERN" | 4,000 | 22nd Sept. | Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne. |
| "ARAFURA" | 6,000 | 15th Oct. | |

SAILINGS TO SHANGHAI & JAPAN

| | | | |
|------------|-------|------------|---------------------------|
| "TAKADA" | 7,000 | 8th Sept. | Amoy, Shanghai and K'o'e. |
| "KHIVA" | 9,400 | 14th Sept. | Japan via Shanghai. |
| "SARDINIA" | 6,900 | 24th Sept. | Japan via Shanghai. |

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the 16th January, 1922, taking passengers and cargo for MARSEILLES and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. tickets Singapore to Colombo.
All cabins are fitted with Electric Fans free of charge.
Steaming and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, etc., apply to—

MACKINNON, MACKENZIE & CO.
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Agents.

E. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
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N. Y. K.

NIPPON YUSEN KAISHA.

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SEATTLE & VICTORIA OR VANCOUVER via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU Friday, 9th Sept. at 11 a.m.
KASHIMA MARU (omit. Manila) Tuesday, 4th Oct. at 11 a.m.
SUWA MARU (Nagasaki direct) Saturday, 29th Oct. at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

KITANO MARU Friday, 16th Sept., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM.

MITO MARU Middle of October.

LIVERPOOL, GLASGOW & MARSEILLES.

LISBON MARU Monday, 3rd October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Tuesday, 20th Sept., at 11 a.m.

KIKU MARU Tuesday, 18th Oct., at 11 a.m.

NEW YORK via PANAMA.

DAKAR MARU Sunday, 18th September.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU Monday, 19th September.

KAWACHI MARU Middle of November.

BOMBAY & COLOMBO via Singapore and Penang.

TAMBA MARU Monday, 5th Sept.

TATSUNO MARU Tuesday, 20th Sept.

CALCUTTA & RANGOON via Singapore & Penang.

NAGATO MARU Monday, 18th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Friday, 16th Sept., at 11 a.m.

SHANGHAI, KORE & YOKOHAMA.

RENTEN MARU Tuesday, 6th Sept.

CALCUTTA MARU Tuesday, 6th Sept.

For further information apply to—
NIPPON YUSEN KAISHA
K. H. KAMEI, Manager.
Telephone No. 292.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

THE INTERNATIONAL LAW ASSOCIATION.

LONDON, September 3rd.
Queen Wilhelmina received twenty members of the International Law Association at the royal castle at Apeldoorn. The Congress has concluded after adopting rules regarding maritime carriage of goods.

THE HAGUE, September 3rd.
The International Law Association discussed international law as it affects private persons.

AMERICAN LABOUR TROUBLE.

WASHINGTON, September 3rd.
Four thousand troops have started for the Mingo (West Virginia) mining district, where it is reported that firing between miners and police continues.

AMERICA'S UNKNOWN WARRIOR.

PARIS, September 4th.
According to Le Matin, the United States Embassy has officially notified the French War Office that General Pershing will come to France at the beginning of October to lead the body of the American Unknown Soldier, which will be transferred to the United States for burial in the Arlington National Cemetery, near Washington.
General Pershing will be accompanied by an American private, who will choose the coffin. It is expected that Marshal Foch will attend the burial, which will probably be held at the end of October with great solemnity.

MEXICAN OIL PROBLEM.

MEXICO CITY, September 4th.
Representatives of American oil interests have reached an agreement with Senor de la Huerta, Minister of Finance, but this agreement lacks President Obregon's signature. Americans express satisfaction at the agreement.

FRENCH HARVEST.

PARIS, September 2nd.
The Minister of Agriculture has reported to the Cabinet that the forthcoming harvest will approximate eighty-five million quintals, including two million from the Upper Rhine. An exceptionally high average, 16.40 per hectare, is anticipated from the Lower Rhine and the Moselle areas.

BURGENLAND DISPUTE.

LONDON, September 4th.
Troubles between Austria and Hungary about Burgenland is still unsettled. It is hoped that a strong remonstrance from the Allies will induce Hungary to yield without bloodshed.

U.S. GRAIN TRAFFIC.

WASHINGTON, September 4th.
The Inter-State Commission has authorized reductions in railway rates on grain from the Middle and the Western to the Eastern States up to 44 cents a hundred pounds.

GOVERNOR-GENERAL OF THE PHILIPPINES.

WASHINGTON, September 2nd.
General Leonard Wood has retired from the Army on acceptance of the Governor-Generalship of the Philippines.

NEW JAPANESE STEAMER.

LONDON, September 3rd.
The London Mail, 15,500 tons, was launched at Birkenhead. She is the largest ship built for Japan for some years.

CHAMBERLAIN'S COUGH REMEDY.

THIS remedy is a superior cure for colds, croup and whooping cough.
It has been a favorite with mothers of young children for almost forty years. Chamberlain's Cough Remedy can always be depended upon and is pleasant to take.

It not only cures colds and grip, but prevents the resulting pneumonia.
Chamberlain's Cough Remedy contains no opium or other narcotic and may be given as confidently to a child as to an adult. For sale by all Chemists and Storekeepers.

EARLIER TELEGRAMS.

(To the Editor of the "China Mail.")

SITUATION IN GERMANY.

BERLIN, September 3rd.
Bavaria has taken umbrage at the Imperial Government's precautionary decrees, as, for example, newspaper prohibitions, and is contending that Federal States should first have been consulted. There was some plain speaking at a meeting of the Reichstag Vigilance Committee, which supervises the affairs during Parliamentary recess.

An Independent member, Herr Dittman, described Munich as the headquarters of Monarchist plotters, to which the Bavarian delegate retorted that Bavaria was accustomed to be governed from Munich, not from Berlin, when he warned not to draw the bow too tightly. Herr Wirth created a sensation by condemning, in a threatening tone, the Bavarian's speech, stating that the tension between the working population and the parties of the Right was enormous. Herr Wirth left it to the assembly to discover where the responsibility lay.

LONDON, September 4th.
The firmness of the German Government in resolutely suppressing Monarchist and reactionary movements has gained them much popular respect, which so far had been somewhat lacking. Last week's events have proved that German Labour, both moderate and extreme, support the Government and uphold the Republic. They have vigorously suppressed Monarchist demonstrations, such as the Sedan celebrations, in various parts of Germany.

Bavaria, which so far has been resisting the arm measures of the Central Government, appears to be yielding to the pressure. The Bavarian newspapers, which defied the Berlin order to suspend publication, have now ceased to appear. The Saxon Government is strongly supporting the Central Government. The Allies regard favourably the strengthening of the Wirth Ministry, because it is a guarantee that Germany will carry out the Versailles Treaty.

IRISH CRISIS.

LONDON, September 4th.
It is understood that Government circles consider that the Sinn Fein reply is a definite rejection of the Government's proposals. The situation is regarded as extremely grave.

DISTURBANCES IN INDIA.

LONDON, September 3rd.
Latest telegrams from India indicate that there is a lull in the situation. All Mandalia, the rebel leader, has been arrested.

A Simla message says that the military have taken over charge at Tirunagadi, where a number of Moplahs have surrendered. No fighting has taken place. The warship Comus left Calicut as naval assistance was no longer necessary.

A Calicut message says that, in addition to Ali Mudaliar, thirty Moplahs have been arrested.
Particulars of the murder of a retired Hindu inspector of police, who staunchly supported the Government, show that the rebels stuck his head on a pole and carried it through the bazaar.
It is reported that 300 Hindus of Meluramasham have been forcibly converted to Islam.

MADRAS, September 4th.
In the course of a speech, in the Madras Legislative Council, Lord Willingdon declared that the religious fanaticism of the Moplahs was the instrument used by the leaders of a widespread dangerous organisation, who were only waiting for an opportunity to attempt violently to overthrow the Government and the whole civil administration. Although the policy of the Government had been as far as possible to avoid exciting public opinion, they were resolved to enforce the observance of law and order, and to punish the guilty.

Disturbances continue between caste Hindus and Auidravadas in the mill areas, which are patrolled by the military at night.
The Police intervened in a serious fracas and were furnished with stones.

INTERNATIONAL COURT OF JUSTICE.

NEW YORK, September 2nd.
Mr. Elihu Root's declaration of the seat in the International Court of Justice was conveyed in a letter to Signor Tittini, who, thereupon, suggested the name of the prominent American jurist Mr. John Bassett Moore, ex-Assistant Secretary of State.

SHIPPING.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company.)

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AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN.

Steamers Loading For Sailing

NAGSA September ... Amsterdam & Hamburg ... 4th Sept.

YAMAMORI October ... Rotterdam & Hamburg ... 3rd Oct.

For full particulars please apply to—

JAVA CHINA JAPAN LYN.

General Agents,

Telephone No. 1674. Yok Building.

NOTICES TO CONSIGNEES.

AMERICAN AND MANCHURIAN LINE.

From NEW YORK.

HE Steamship

"SANTON HALL"

having arrived, Consignees of cargo are informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after September 7th, will be subject to rent. All claims against the Steamer must be presented to the Underwriter on or before 14th Sept., 1921, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and Noon, within the free storage period of one week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

THE BANK LINE LIMITED.

General Agents.

Hongkong, September 1, 1921.

P. & O. S. N. CO.

STEAMERS FOR

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT,

MEDITERRANEAN PORTS

& LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamship "DI WARA."

Captain BABA, carrying His Majesty's Mails, will be despatched from this Port on or about TUESDAY, 13th September, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 2 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, September 2, 1921.

MITSUBISHI SHOJI KAISHA, LTD.

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COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF

TARASEIMA, COAL, MUTARE,

KIRIHIDAKI, YOSHINOTANI,

HOJO, KAMAZUTA, RAYO, GIN-

NEW, KASABA, RIRAI, KAMIA-

MADA, and OTUBARI.

AGENTS FOR SAKITO COAL.

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Branches and

Representatives:—

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Kure, Kobe, Osaka, Tsuruga, Nagoya,

Yokohama, Tokyo, Hakodate, Muroran,

Osaka, Vladivostok, Fukuoka, Tientsin,

Dairen, Tsingtao, Tientsin, Hankow,

Shanghai, Hongkong, Canton, Manila,

Singapore, Soerabaya, London, Paris,

New York and Seattle.

Cable Address:—YAWASAISAL

Cables:—A. I. A. 2, 6th Ed.

Western Union and Bondy.

Agencies for: The Mitsubishi Marine &

Fire Insurance Co.

The Osaka Marine &

Fire Insurance Co.

For Particulars apply to—

S. KOMURA, Manager

No 14, PRINCE STREET, HONGKONG.

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STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern service for account of the

UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO

(Via SHANGHAI, JAPAN & HONOLULU.)

"West Java," 2nd September.

To SINGAPORE & JAVA.

"West Calera," 6th September.

To VANCOUVER AND SEATTLE

(Via SHANGHAI & JAPAN.)

"West Canon," 2nd September.

Also, cargo accepted for Transshipment at San Francisco

and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK,

BALTIMORE, PHILADELPHIA,

NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

HONGKONG OFFICE:—1st floor Powell's Building, 12, Des Voeux Rd., Tel. 3004.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS TONS LEAVES HONGKONG.

TENYO MARU 22,000 Sept. 8th.

KOREA MARU 20,000 Sept. 16th.

SEIYU MARU 23,000 Sept. 23rd.

PERSEA MARU 2,000 Oct. 15th at 10.30 a.m.

TAIYO MARU 22,000 Oct. 27th.

FIBERIA MARU 20,000 Nov. 15th.

*Calling at Keelung.

† Calling at Dairen and omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,

SALINA CRUZ, BALBOA, CALLAO, MOLLENO, ARICA & IQUIQUE.

THRUWAY BY TAIYO-ANDRAN ROUTE TO BUENOS AIRES.

STEAMERS TONS LEAVES HONGKONG.

GINYO MARU 18,800 Sept. 8th.

ANYO MARU 18,700 Sept. 25th.

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, Manager: King's Building, Tel. Nos. 5374 & 5375

SHIPPING.

ASSESSMENT OF SHIPPING.

THE SLUMP IN VALUES.

In the resumed debate on the Finance Bill in the House of Commons, Sir William Raeburn moved an amendment to the Excess Profits Duty sections of the bill. That there shall be granted as an allowance the difference between the original cost price of the asset plus any subsequent capital expenditure and its value after the war for this purpose shall be its value on the 31st day of August, 1921. He said the amendment involved two points, the one the principle upon which a war asset should be valued, and the other the date on which the valuation should take place. In the bill the phrase "Regard shall be had to the conditions prevailing on the 31st day of December, 1920," was exceedingly wide, and was entirely at variance with the promise given by the Treasury at the time E.P.D. was first introduced. Immediately after the introduction of E.P.D. a deputation of shipowners was present of the Chamber of Shipping, then Chancellor of the Exchequer, who said that the assessment of depreciation would be taken into account after the war, and that they should be entitled to take into account the price paid for a ship, the capital expenditure, and the value after the war. The value of tonnage had recently assumed a somewhat fictitious value as the result of the throwing on the market of 300 German ships, and no account was taken of such circumstances by the Chancellor of the Exchequer. The present Chancellor of the Exchequer had said that he would stand by the promises of his predecessor, and that was all that he was asking for now. The Treasury had also issued a memorandum reporting Mr. McKenna's declaration. The effect of his amendment, continued Sir William Raeburn, would be that it would not leave to mere chance what the Inland Revenue might regard as circumstances to be taken into account. The second point was in respect of the date of valuation. The date mentioned in the amendment was that adopted in regard to holders of stock and there was no reason why it should not be applied in the case of shipping. The very highest price of British tonnage in January, 1920, was £31; the fall was unappreciable until June, 1920, and then it had fallen to £24, and in December until now it had fallen to £14, and from December until now it had fallen from £14 to £7 15s. They could therefore imagine what that meant in the case of tonnage of 12,000 to 20,000 tons. He did not think it fair to place the valuation as at 31st December last. He thought the Chancellor of the Exchequer should give another date than December 31st, 1920, as it was the period before the fall came heavily. Many had disposed of their ships when the prices were high, and those who held on were now placed in a position of great disadvantage. Many of the big lines lost a large proportion of their tonnage and replaced them sometimes at huge cost.

Mr. Alex. Shaw seconded the amendment, pointing out that many shipowners had relied on the promises of the Government, and that substantial injustice was being done to them. Sir R. Home replied that the Government would stand by the pledges given by Mr. McKenna on this subject, and would apply the principle of the memorandum issued by the Inland Revenue, but the terms of the amendment were too vague. As to the date for ascertaining the post-war value it would be obviously unfair to the State, and the date specified in the clause was, he contended, the fairest as between the State and the shipowner. Plainly, it would not be equitable to take the value of a ship as cost price of a ship built years before the war and its value at a time after the war, when the slump had reached its lowest. Its cost price must be that at the outbreak of or during the war. Many shipowners had bought at high prices, not from patriotic motives, but simply because they considered it good business, and he could not conceive there was anything unfair in the Government's proposals.

Sir W. Raeburn expressed satisfaction that at any rate the Govern-

ment had decided to stand by Mr. McKenna's pledge. There were, he said, a large number of claims coming forward, and they now knew they would be considered according to a definite principle. The amendment was negatived without a division.

ANNUAL REPORT.

JAVA-CHINA-JAPAN LINE.

The report of the Java-China-Japan Line states that conditions were favourable at the beginning of last year, the demand for tonnage being brisk and freights were at a remunerative level, notwithstanding the enormous height of working expenses. This prosperity did not, however, prove of long duration, towards the middle of the year trade declined and freights fell. Towards the end of the year the slump developed with even more rapidity, while salaries and wages, costs of fuel and stores and maintenance remained high. The ultimate results of the slump will be more evident in the report for this year on account of the number of voyages started towards the end of last year, which were only completed this year. In the trade between the Dutch East Indies and China competition by Japanese and by United States Shipping Board tonnage became more keen. The latter even accepted lower rates of freight than were justified by the state of the market, and this policy still further weakened freights. It can hardly be expected, however, that competition from American steamers will be permanently maintained on a route where American trade interests do not play a role. Sugar rates to China and Japan have now fallen to pre-war level. The sharp deviations in the value of the Mexican dollar greatly interfered with the trade in East Asiatic countries, and in consequence shipment of sugar from Java were very irregular. The Java-Pacific Line carried large quantities of copra cakes from the Dutch East Indies to the Pacific coast of the United States, but shipments of other colonial produce were small. Early last year the United States purchased huge quantities of these securing to the steamer on this route full outward cargoes. The offer of cargo from San Francisco suffered on account of the general slump in trade and the high rate of the American dollar although the offer of cargo from the San Francisco district was fairly well maintained, it was exceedingly difficult to secure cargo from the interior of the States owing to the unfavourable railway rates to the west coast. Serious delays were met in ports on Java, the conditions prevailing at these ports being so bad that there was not the least guarantee of even moderate despatch being obtainable, and running expenses and duration of trips were unfavourably influenced thereby.

As was risks may now be considered to have ended, the balance of the reserve fund for war risk, amounting to 1,918,353fl, has been transferred to insurance reserve fund. Owing to the fall in shipping values the cost price of new steamers contracted for before the slump will be too high to find profitable employment for these vessels. The directors, therefore, consider it essential to strengthen the reserve for steamers under construction, so that the book value of these steamers will be more in accordance with their actual market value. They therefore propose to increase this reserve by 2,000,000fl from profit and loss account and 1,200,000fl from miscellaneous reserve fund. On Jan. 1, 1920, miscellaneous reserve fund amounted to 12,332,360fl, and out of this fund E.P. duty in Holland for 1918 of 4,631,070fl was paid, and 1,200,000fl transferred to reserve for steamers under construction. The balance at the end of the year being 6,521,290fl. Out of this amount E.P. duty in the Dutch East Indies for 1919 is payable.

The gross profit for last year was 6,317,490fl, against 10,675,762fl for 1919. The directors propose to write off 512,930fl on steamers, 1,080,973fl on property in Asia, 40,664fl on stocks, 1,303,787fl on securities, and 2,000,000fl on reserve for steamers under construction, leaving a balance available for division of 1,378,000fl, against 2,496,051fl for 1919. From this a dividend of 15 per cent, can be paid, against 25 per cent, for 1919, and 106,000fl added to reserve fund.

SEAMEN'S LAW IN JAPAN.

COMPREHENSIVE REVISION PROPOSED.

A revision of the Seamen's Law is expected to be introduced in the next session of the Diet in order both to meet the requirements of the shipping trade, which has undergone great development, and to adopt the decision reached by the first International Seamen's Conference, writes a correspondent of the *Journal of Commerce*. The only Japanese regulations relating to seamen are the Ship Officials' Law promulgated in April, 1896, and the Seamen's Law promulgated in March, 1889, both laws being based on the German code. Since that time Japan's shipping has greatly expanded, especially at the time of the Russo-Japanese war and the European war, but no revision of the Seamen's Law has ever been made. As a result, considerable inconvenience is being experienced. Even apart from this consideration, the resolution of the International Seamen's Conference necessitates a revision of the Japanese law. In the circumstances, the Department of Communications is now making necessary investigations with a view to introducing an amendment in the Diet.

The resolutions of the International Seamen's Conference cover: (1) Prohibition of the employment of children under 14 years of age; (2) guarantee of the means of subsistence for a period of not less than three months for the shipwrecked crew; and (3) establishment of free employment agencies. The first item necessitates a revision of the Japanese Seamen's Law. As to the second, the authorities are as yet undecided as to whether it should be covered by the Marine Law or by the Seamen's Law. It is expected, however, that the necessary provision will be made in the Marine Law. The third item calls for the enactment of a separate new law.

It is not yet known along what lines the Seamen's Law will be revised, but it is understood that the principal points of consideration are: (1) Question of working hours; (2) establishment of a minimum number of crew; (3) improvement of men's quarters; (4) matters relating to the supply of food and provisions to the crew; (5) compulsory installation of wireless apparatus; (6) prohibition of the placing of cargo on deck; (7) matters relating to the loading law; (8) settlement of disputes between shipowners and seamen; and (9) employment contracts between shipowners and seamen. The proposed revision of the Seamen's Law is to be studied with particular reference to these points, and revisions are to be made with due regard for the actual conditions in shipping circles.

PACIFIC COMPETITION.

FREIGHT CONFERENCES.

According to the *Asahi*, there is a good chance of the Westward Pacific Freight Conference, which was previously reported as being moribund, reviving. This Conference is now very feebly founded and has but few participants. To the northern Conference in Seattle, which forms part of that Conference, the C.P.O.S., Frank Waterhouse and Co., Admiral line, N.Y.K., and O.S.K. belong. The southern Conference, whose headquarters are situated in San Francisco has only the Pacific Mail Steamship Co., China Pacific Company, and T.K.K. These companies, though they are in touch, are competing in regard to freight rates, and the southern Conference is almost non-existent. These reports from the Conference profess that they are in no position to be constrained by the Conference through the marine depression, but the *Asahi* declares authoritatively that they were indignant at the attempt of British companies, with the Blue Funnel as their leader, and the American Shipping Board, to make a monopoly of the resolution rights of the Conference by allowing many of their nationals to partake in the Conference. Having become cognisant of the fact that not only is it unprofitable for the remaining companies to carry on competition, but that to do so will bring unexpected profits to the non-participants, and that at such a juncture as this it is necessary, in order to re-establish the situation, to invite the former participants and try to maintain freight

SPORT.

INTERPORT POLO.

SHANGHAI TEAM'S PRACTICE.

The Shanghai Interport Polo team which is due to play here for the Keswick Cup this month, played an interesting practice match last week against a strong combination representing the rest of Shanghai. Commenting on the game, the *N.C.D.* says:

McMichael and Robinson, both being selected to go to Hongkong, were able to put in some useful combination work which will form a very good basis from which to plan their practices next week. Col. R. Marr Johnson will again enter the arena, this time as coach to the Interport team, which at present consists of McMichael, Robinson, Boyd and Brennan.

For the remainder of the season play will take place on Tuesday, Thursday and Saturday only, on each of which days the prospective Hongkong team will play four chukkers against teams selected from the remainder of the playing members present. Such being the case A and B classes will now combine and play against the selected team on the days above mentioned.

Owing to the rapidly shortening evenings it is hoped that all players desirous of getting a fair share of the ground as early as possible. From news to hand it is anticipated that the team representing the Crown Colony will not be as strong as that which visited Shanghai last year, but that, of course, remains to be seen; furthermore the question of transit and condition of the visiting ponies will prove a large factor in success or otherwise and the Shanghai players should be careful, when playing their test matches before going down, not to run the risk of shipping their ponies "stale." Pace and dash are great things in polo, but there should always be a bit in hand for the day on which, when the results come to be absolutely boiled down, only goal-getting really counts on the score. An instance of this is the play of the successful American team in the recent International match. Before the great event they were beaten and the betting went against them, but on the day, when full steam was turned on, they had a good deal in hand and so won practically hands down.

BILLIARDS.

TEAM CHAMPIONSHIP.

Mr. Oxberry, proprietor of the Palace Hotel, Kowloon, announces that in order to meet the wishes of the players in the above Championship, it has been decided to hold the tournament on the League system. Secretaries of teams are requested to send in the names of their players to Mr. Oxberry, at the hotel, as soon as possible, so that an early start might be made.

rather than merely to maintain the solidarity of the participants, the American Shipping Board is consulting with the allied companies over a proposal that each member put up a guarantee fund of \$10,000, under the penalty of the regulations thereof being observed, while advising the Blue Funnel and other former participants. If the Blue Funnel line joins the Conference it has hopes of becoming effective. The Japanese seceders from the Conference are the Mitsui Bussan Kaisha and the Yamashita Kisen Kaisha. To the *Asahi's* rather vague remarks it may be added that the chief trouble on the North Pacific has been that while a fixed scale of freights was agreed upon, certain lines, when cargo has been scarce, have seen the whole of it for no discoverable reason, go to their rivals. As soon as trade is slack, they say, the secret rebate comes into vogue. Of course, they say prove nothing, but they lose interest in Conferences, to the benefit of shippers says the *Japan Chronicle*.

MYSTERY SHIP.

VESSEL SEEN AGAIN.

NIGHT ENCOUNTER IN "PIRATE ZONE."

Yet another steamer reports an encounter at sea with the mysterious vessel carrying no lights and refusing to answer signals which has been seen off the United States North Atlantic coast.

Captain Herbert Wallace, master of the United States Shipping Board steamer "Craigtown," 2,496 tons, reported to the authorities on arrival at Boston that 10 days ago when off the coast of New Jersey, which has come to be known as the pirate zone, a steamer of about 3,500 tons appeared on his starboard bow and completely circled his vessel.

The stranger had no navigation lights and made no reply when the "Craigtown" attempted to call her with a Morse lamp. After steaming round, Captain Wallace's vessel the mystery ship slowed down and stopped her engines. The "Craigtown" proceeded unmolested. Among the ships which reached New York was the *Manson* liner *Callao*, for whose safety considerable fear was entertained after all attempts to get into wireless communication with her had failed.

At the same time another vessel of the same company had reported meeting the mysterious vessel without lights in the neighbourhood where the "Callao" was known to be. It now appears that the latter's wireless apparatus was out of order for several days after her departure from Cuba. The passengers were much amused to hear that they had been pictured by various friends as "walking the plank."

The ship's strong room contained \$1,000,000 in gold. Those who scoff at the idea of pirates in the North Atlantic ask how it was that the pirate's intelligence service came to overlook such a prize. MANY MUTINIES.

Despatches from Washington say that the Department of Commerce has asked the Navy to supply seaplanes to patrol the pirate zone. It is added that the Department of Justice, which is investigating the mystery, still holds to the theory that the strange ship or ships which are continually reported off the New Jersey coast are being run by Bolshevik crews, who have mutilated and murdered aboard American ships in the last few weeks is advanced in support of this theory.

The Department believes that the raiders are putting into American ports to replenish supplies and dispose of their booty, using forged clearance papers a device used by liquor smugglers recently captured by the Government authorities.

RICH MAN TORTURED.

HOARD DIVULGED AND HOUSE BURNED DOWN.

Mystery surrounds the discovery near Avranches, Department of Manche, of the bodies of M. and Mme. Gombert, rich farmers, in the wreckage of their house, which was burned down early one Sunday morning. At first it was thought that an accident had occurred, but the post-mortem examination indicates that the couple were murdered by persons who then set fire to the house in order to conceal their crime. M. Gombert, who had a stout rope tied round his neck, had received three knife wounds and his head had been badly battered. He had recently been in possession of a large sum of money. It is thought that men must have broken into the house at night, tied the old farmer up, and then tortured him with knife wounds because he refused to disclose where he had hidden his money. M. Gombert apparently resisted until they placed a rope about his neck and hanged him to a beam in the kitchen. At this stage it is presumed that either the farmer or his wife gave way and showed the burglars where they saw prove nothing, but they lost interest in Conferences, to the benefit of shippers says the *Japan Chronicle*.

DAIRY FARM NEWS.

FRESH AUSTRALIAN BUTTER

"Daisy" Brand ... 1.45 per lb.
"Dairy Maid" ... 1.35 "

CHEESE

Gouda (Full Cream) ... 1.25 per lb.
Australian Cheddar ... 1.00 "
Picnic (own make)50 a Jar.
Comlommier (own make)40 per pat.

FISH

Filets ... \$.80 per lb.
Haddocks70 "
Kippers60 "
Red Herrings30 "

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

DANIEL CRAWFORD'S
FINEST VERY OLD

RED STAR

SCOTCH WHISKY

DISTILLED IN SCOTLAND AND ONLY GENUINE WHISKY SIGNED

Daniel Crawford & Son Ltd.
Glasgow.

THE AIR AND ITS WAYS.

ATMOSPHERE COMPARED TO A STEAM ENGINE.

Sir Napier Shaw delivered on June 9 at Cambridge the annual Rede Lecture, founded by Sir Robert Rede, Lord Chief Justice in the reign of Henry VIII. The subject of the lecture was the air and its ways.

The lecturer said that the ways of the air in bulk were quite as peculiar as those of the "heavenly Chinese." The air as we know it in the laboratory is a very mobile fluid, yet in the atmosphere it manages to take on the character of an elastic solid. It does not go the way it is pushed. Pushed north it goes east, and pushed east it goes south; the condition for its going north is that it should be pushed west. If you may find that part of the effect is a vortex whirling around you. In front of its fire, the sun, the air will very likely get colder. Instead of warmer; losing heat by exposure to the clear sky on a cold night it may get warmer. In spite of all that is taught in the laboratory about the debilitating effect of warmth, cold air floats above us with warmer air beneath. Sir air up violently and water falls out of it; and if the shaking went on long enough the air would become intolerably dry, very cold at top, very warm at bottom. Not only has the air the innate capacity for these conjuring tricks, but it never, or hardly ever, fails to use them.

Underlying all meteorological work was the desire to relate the behaviour of the air to laws of dynamics and physics. There were two lines of meteorological work, one the observation and collection of facts about the weather from all parts of the world and the other the formation of a mechanical and physical theory.

After referring to the composition of the air and the probability of the atmosphere at great heights being entirely hydrogen or entirely helium or entirely geocorionium, the lecturer exhibited maps showing the coast line of the globe and the distribu-

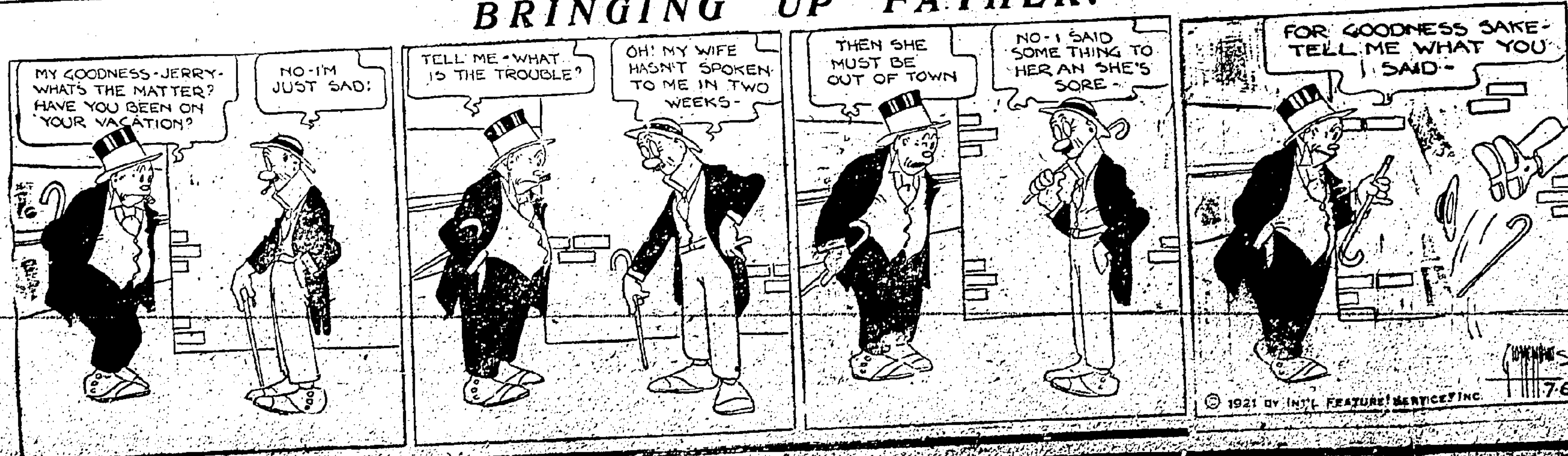
tion of temperature in summer and winter with the remarkable changes between the two and the striking discontinuities at the coast lines, the distribution of water in the atmosphere showing the great reservoirs of moisture from which rain comes, the normal distribution of cloud and rainfall in July noteworthy for the monsoon rains of India and the Guinea coast, the normal distribution of winds, and the corresponding distribution of pressure.

BOILER CONDENSER AND FLY-WHEEL.

The lecturer said he would regard the atmosphere as a great steamer engine. A steam engine has a boiler, a condenser, and a fly-wheel. The boiler of the atmosphere was the warm surface of earth and sea; the condenser some cold surfaces in the polar regions and the great mountains, but principally the cold regions of the upper air. The fly-wheel was made up partly of the normal winds and partly of the semi-permanent winds of cyclonic depression. The normal winds grouped themselves into two great circulations, on one hand a great circumpolar circulation in the upper air in which air travelled from west to east, and on the other hand a comparatively narrow equatorial belt of air continually passing westward. Between the two, over the great oceans, were permanent anticyclonic circulation, huge travelling bands of air, a couple of thousand miles long (W. to E.) and a thousand miles wide (N. to S.). They reminded one of the driving belts of "tanks." As they moved round the equator they carried forward the westward moving air of the equatorial circulation on the south side and the eastward moving air of the polar circulation on the north side. They were thus the gear that kept the main fly-wheels of the atmosphere in working order.

He attributed much importance to this aspect of the fly-wheel. It was what long distance travellers in the air had chiefly to think of in the ways of the air. By taking advantage of the equatorial portion in the Fifteenth Century Columbus reached America, and similarly in the Twentieth Century by taking advantage of the circumpolar part, Alcock crossed the Atlantic in an aeroplane in 16 hours.

BRINGING UP FATHER.



NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

CHINA COAST, ETC.

| SWATOW. | Sept. 4—C. N. Chusan. |
|-----------------------------|-----------------------|
| Sept. 6—C. N. Lee-ang. | 6—D. L. Hainan. |
| Sept. 8—C. N. Amakusa Maru. | 8—D. L. Saka Maru. |
| Sept. 10—C. N. Hainan. | 10—D. L. Hainan. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| AMOY. | Sept. 6—D. L. Hainan. |
|-----------------------------|-----------------------|
| Sept. 8—C. N. Amakusa Maru. | 8—D. L. Saka Maru. |
| Sept. 10—C. N. Hainan. | 10—D. L. Hainan. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| FOOCHOW. | Sept. 6—D. L. Hainan. |
|-----------------------------|-----------------------|
| Sept. 8—C. N. Amakusa Maru. | 8—D. L. Saka Maru. |
| Sept. 10—C. N. Hainan. | 10—D. L. Hainan. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| SHANGHAI. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |
| Sept. 14—C. N. Hainan. | 14—D. L. Hainan. |

| TIENSIN. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| WEIHAWEI AND CHEFOO. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| TAKU AND DALNY. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| HANKOW. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| TSINGTAO. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| TAKAO. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| KEELUNG. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| HAIPHONG AND HOIHOW. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| SAIGON. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| SINGAPORE. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| BANGKOK. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| PHILIPPINE ISLANDS, ETC. | Sept. 6—C. N. Chusan. |
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| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| MARILIA. | Sept. 6—C. N. Chusan. |
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| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| SANDAKAN. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| JAYA PORTS, ETC. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| INDIAN PORTS, ETC. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| CALCUTTA. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| BOOMBAY AND COLOMBO. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| AUSTRALIAN PORTS. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| SYDNEY AND MELBOURNE. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| JAPAN PORTS. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| YOKOHAMA. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| OSAKA. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

| KYOTO. | Sept. 6—C. N. Chusan. |
|------------------------------|-----------------------|
| Sept. 8—C. N. Lee-ang. | 8—D. L. Hainan. |
| Sept. 10—C. N. Amakusa Maru. | 10—D. L. Saka Maru. |
| Sept. 12—C. N. Hainan. | 12—D. L. Hainan. |

AMERICAN PORTS.

VANCOUVER.

| Sept. 11—B. F. Tallyhuss. | Sept. 11—B. F. Tallyhuss. |
|------------------------------------|------------------------------------|
| Sept. 13—C. P. S. Empress of Asia. | Sept. 13—C. P. S. Empress of Asia. |
| Sept. 15—S. & D. West Canon. | Sept. 15—S. & D. West Canon. |
| Sept. 17—D. L. Bessie Dollar. | Sept. 17—D. L. Bessie Dollar. |
| Sept. 19—S. & D. Tyndareus. | Sept. 19—S. & D. Tyndareus. |

SEATTLE.

| Sept. 9—N. Y. K. Katori Maru. | Sept. 9—N. Y. K. Katori Maru. |
|--------------------------------|--------------------------------|
| Sept. 11—W. L. West Jester. | Sept. 11—W. L. West Jester. |
| Sept. 13—A. L. Forstone State. | Sept. 13—A. L. Forstone State. |
| Sept. 15—S. & D. Alabama Maru. | Sept. 15—S. & D. Alabama Maru. |
| Sept. 17—S. & D. West Canon. | Sept. 17—S. & D. West Canon. |

SAN FRANCISCO.

| Sept. 8—J. C. J. L. Simaloe. | Sept. 8—J. C. J. L. Simaloe. |
|--------------------------------|--------------------------------|
| Sept. 10—T. K. K. Tinto Maru. | Sept. 10—T. K. K. Tinto Maru. |
| Sept. 12—C. M. K. Nanking. | Sept. 12—C. M. K. Nanking. |
| Sept. 14—T. K. K. Shinyo Maru. | Sept. 14—T. K. K. Shinyo Maru. |
| Sept. 16—A. L. Newkay State. | Sept. 16—A. L. Newkay State. |

VALPARAISO.

| Sept. 19—N. Y. K. Kangawa Maru. | Sept. 19—N. Y. K. Kangawa Maru. |
|---|---|
| Sept. 21—J. C. J. L. San Pedro. | Sept. 21—J. C. J. L. San Pedro. |
| Sept. 23—S. & D. Callao, Arica & Iquique. | Sept. 23—S. & D. Callao, Arica & Iquique. |
| Sept. 25—T. K. K. Ginyo Maru. | Sept. 25—T. K. K. Ginyo Maru. |
| Sept. 27—T. K. K. Argo Maru. | Sept. 27—T. K. K. Argo Maru. |

NEW YORK.

| Sept. 14—O. S. K. Amur Maru. | Sept. 14—O. S. K. Amur Maru. |
|-------------------------------|-------------------------------|
| Sept. 16—P. L. Tuscan Prince. | Sept. 16—P. L. Tuscan Prince. |
| Sept. 18—A. L. Schodack. | Sept. 18—A. L. Schodack. |
| Sept. 20—N. Y. K. Dakar Maru. | Sept. 20—N. Y. K. Dakar Maru. |
| Sept. 22—B. F. Bessie Dollar. | Sept. 22—B. F. Bessie Dollar. |

(Via Straz).

| Sept. 7—B. F. Atrous. | Sept. 7—B. F. Atrous. |
|---------------------------------|---------------------------------|
| Sept. 9—B. F. City of Canton. | Sept. 9—B. F. City of Canton. |
| Sept. 11—B. F. Knight Templar. | Sept. 11—B. F. Knight Templar. |
| Sept. 13—B. F. Heraldic Castle. | Sept. 13—B. F. Heraldic Castle. |
| Sept. 15—B. F. Grace Dollar. | Sept. 15—B. F. Grace Dollar. |

SOUTH AFRICAN PORTS.

| Sept. 14—O. S. K. Amur Maru. | Sept. 14—O. S. K. Amur Maru. |
|-------------------------------|-------------------------------|
| Sept. 16—P. L. Tuscan Prince. | Sept. 16—P. L. Tuscan Prince. |
| Sept. 18—A. L. Schodack. | Sept. 18—A. L. Schodack. |
| Sept. 20—N. Y. K. Dakar Maru. | Sept. 20—N. Y. K. Dakar Maru. |
| Sept. 22—B. F. Bessie Dollar. | Sept. 22—B. F. Bessie Dollar. |

DURBAN AND CAPETOWN.

| Sept. 14—O. S. K. Amur Maru. | Sept. 14—O. S. K. Amur Maru. |
|-------------------------------|-------------------------------|
| Sept. 16—P. L. Tuscan Prince. | Sept. 16—P. L. Tuscan Prince. |
| Sept. 18—A. L. Schodack. | Sept. 18—A. L. Schodack. |
| Sept. 20—N. Y. K. Dakar Maru. | Sept. 20—N. Y. K. Dakar Maru. |
| Sept. 22—B. F. Bessie Dollar. | Sept. 22—B. F. Bessie Dollar. |

BRINDISI, VENICE & TRIESTE.

| Sept. 14—O. S. K. Amur Maru. | Sept. 14—O. S. K. Amur Maru. |
|-------------------------------|-------------------------------|
| Sept. 16—P. L. Tuscan Prince. | Sept. 16—P. L. Tuscan Prince. |
| Sept. 18—A. L. Schodack. | Sept. 18—A. L. Schodack. |
| Sept. 20—N. Y. K. Dakar Maru. | Sept. 20—N. Y. K. Dakar Maru. |
| Sept. 22—B. F. Bessie Dollar. | Sept. 22—B. F. Bessie Dollar. |

MARSEILLES.

| Sept. 14—O. S. K. Amur Maru. | Sept. 14—O. S. K. Amur Maru. |
|-------------------------------|-------------------------------|
| Sept. 16—P. L. Tuscan Prince. | Sept. 16—P. L. Tuscan Prince. |
| Sept. 18—A. L. Schodack. | Sept. 18—A. L. Schodack. |
| Sept. 20—N. Y. K. Dakar Maru. | Sept. 20—N. Y. K. Dakar Maru. |
| Sept. 22—B. F. Bessie Dollar. | Sept. 22—B. F. Bessie Dollar. |

LONDON.

| Sept. 14—O. S. K. Amur Maru. | Sept. 14—O. S. K. Amur Maru. |
|-------------------------------|-------------------------------|
| Sept. 16—P. L. Tuscan Prince. | Sept. 16—P. L. Tuscan Prince. |
| Sept. 18—A. L. Schodack. | Sept. 18—A. L. Schodack. |
| Sept. 20—N. Y. K. Dakar Maru. | Sept. 20—N. Y. K. Dakar Maru. |
| Sept. 22—B. F. Bessie Dollar. | Sept. 22—B. F. Bessie Dollar. |

LIVERPOOL.

| Sept. 14—O. S. K. Amur Maru. | Sept. 14—O. S. K. Amur Maru. |
|-------------------------------|-------------------------------|
| Sept. 16—P. L. Tuscan Prince. | Sept. 16—P. L. Tuscan Prince. |
| Sept. 18—A. L. Schodack. | Sept. 18—A. L. Schodack. |
| Sept. 20—N. Y. K. Dakar Maru. | Sept. 20—N. Y. K. Dakar Maru. |
| Sept. 22—B. F. Bessie Dollar. | Sept. 22—B. F. Bessie Dollar. |

HAMBURG.

| Sept. 14—O. S. K. Amur Maru. | Sept. 14—O. S. K. Amur Maru. |
|-------------------------------|-------------------------------|
| Sept. 16—P. L. Tuscan Prince. | Sept. 16—P. L. Tuscan Prince. |
| Sept. 18—A. L. Schodack. | Sept. 18—A. L. Schodack. |
| Sept. 20—N. Y. K. Dakar Maru. | Sept. 20—N. Y. K. Dakar Maru. |
| Sept. 22—B. F. Bessie Dollar. | Sept. 22—B. F. Bessie Dollar. |

PASSENGERS.

| Sept. 14—O. S. K. Amur Maru. | Sept. 14—O. S. K. Amur Maru. |
|-------------------------------|-------------------------------|
| Sept. 16—P. L. Tuscan Prince. | Sept. 16—P. L. Tuscan Prince. |
| Sept. 18—A. L. Schodack. | Sept. 18—A. L. Schodack. |
| Sept. 20—N. Y. K. Dakar Maru. | Sept. 20—N. Y. K. Dakar Maru. |
| Sept. 22—B. F. Bessie Dollar. | Sept. 22—B. F. Bessie Dollar. |

ARRIVALS.

| Sept. 14—O. S. K. Amur Maru. | Sept. 14—O. S. K. Amur Maru. |
|-------------------------------|-------------------------------|
| Sept. 16—P. L. Tuscan Prince. | Sept. 16—P. L. Tuscan Prince. |
| Sept. 18—A. L. Schodack. | Sept. 18—A. L. Schodack. |
| Sept. 20—N. Y. K. Dakar Maru. | Sept. 20—N. Y. K. Dakar Maru. |
| Sept. 22—B. F. Bessie Dollar. | Sept. 22—B. F. Bessie Dollar. |

CHRONIC DIARRHOEA.

| Sept. 14—O. S. K. Amur Maru. | Sept. 14—O. S. K. Amur Maru. |
|-------------------------------|-------------------------------|
| Sept. 16—P. L. Tuscan Prince. | Sept. 16—P. L. Tuscan Prince. |
| Sept. 18—A. L. Schodack. | Sept. 18—A. L. Schodack. |
| Sept. 20—N. Y. K. Dakar Maru. | Sept. 20—N. Y. K. Dakar Maru. |
| Sept. 22—B. F. Bessie Dollar. | Sept. 22—B. F. Bessie Dollar. |

SUBSIDIARY COINS.

| Sept. 14—O. S. K. Amur Maru. | Sept. 14—O. S. K. Amur Maru. |
|-------------------------------|-------------------------------|
| Sept. 16—P. L. Tuscan Prince. | Sept. 16—P. L. Tuscan Prince. |
| Sept. 18—A. L. Schodack. | Sept. 18—A. L. Schodack. |
| Sept. 20—N. Y. K. Dakar Maru. | Sept. 20—N. Y. K. Dakar Maru. |
| Sept. 22—B. F. Bessie Dollar. | Sept. 22—B. F. Bessie Dollar. |

EXCHANGE.

| Sept. 14—O. S. K. Amur Maru. | Sept. 14—O. S. K. Amur Maru. |
|-------------------------------|-------------------------------|
| Sept. 16—P. L. Tuscan Prince. | Sept. 16—P. L. Tuscan Prince. |
| Sept. 18—A. L. Schodack. | Sept. 18—A. L. Schodack. |
| Sept. 20—N. Y. K. Dakar Maru. | Sept. 20—N. Y. K. Dakar Maru. |
| Sept. 22—B. F. Bessie Dollar. | Sept. 22—B. F. Bessie Dollar. |

HONGKONG STOCK EXCHANGE.

| Sept. 14—O. S. K. Amur Maru. | Sept. 14—O. S. K. Amur Maru. |
|-------------------------------|-------------------------------|
| Sept. 16—P. L. Tuscan Prince. | Sept. 16—P. L. Tuscan Prince. |
| Sept. 18—A. L. Schodack. | Sept. 18—A. L. Schodack. |
| Sept. 20—N. Y. K. Dakar Maru. | Sept. 20—N. Y. K. Dakar Maru. |
| Sept. 22—B. F. Bessie Dollar. | Sept. 22—B. F. Bessie Dollar. |

HONGKONG SAVINGS BANK.

| Sept. 14—O. S. K. Amur Maru. | Sept. 14—O. S. K. Amur Maru. |
|-------------------------------|-------------------------------|
| Sept. 16—P. L. Tuscan Prince. | Sept. 16—P. L. Tuscan Prince. |
| Sept. 18—A. L. Schodack. | Sept. 18—A. L. Schodack. |
| Sept. 20—N. Y. K. Dakar Maru. | Sept. 20—N. Y. K. Dakar Maru. |
| Sept. 22—B. F. Bessie Dollar. | Sept. 22—B. F. Bessie Dollar. |

THE CHINA SPECIE BANK LIMITED.

| Sept. 14—O. S. K. Amur Maru. | Sept. 14—O. S. K. Amur Maru. |
|-------------------------------|-------------------------------|
| Sept. 16—P. L. Tuscan Prince. | Sept. 16—P. L. Tuscan Prince. |
| Sept. 18—A. L. Schodack. | Sept. 18—A. L. Schodack. |
| Sept. 20—N. Y. K. Dakar Maru. | Sept. 20—N. Y. K. Dakar Maru. |
| Sept. 22—B. F. Bessie Dollar. | Sept. 22—B. F. Bessie Dollar. |

BANK.

ASIA BANKING CORPORATION (AN AMERICAN BANK).

CAPITAL: ... G\$4,000,000
RESERVE FUNDS: ... G\$2,000,000

HEAD OFFICE: NEW YORK.
BRANCH: SAN FRANCISCO.

HEAD OFFICE FOR THE ORIENT: SHANGHAI.
BRANCHES: CANTON, HANKOW, MANILA, TIENSIN, CHANGSHA, PEKING, SINGAPORE.

R. WEUSTHOFF, Acting Manager.

INJUDICIOUS EATING.

A Common Failing.
Many people have themselves to blame for the fact that they are victims of indigestion, for the trouble is usually brought on either through over-eating, or through eating of indigestible food.

When the aliment becomes chronic, it sometimes leads to indigestion, or to the stomach becoming so weak that it cannot digest food, or to the system becoming so weak that it cannot resist disease.

To eliminate indigest

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BSA

CONSISTENT SUCCESSES.

1919. A. C. U. Six days Reliability Trial. B. S. A. won the chief award, the Team Prize and three Gold Medals.
1920. Scottish Six days Reliability Trial. B. S. A. won the chief award, the Team Prize and four Gold Medals.
1921. Paris-Pyrenees-Paris 1250 Miles Reliability Trial. B. S. A. won the chief award, the Team Prize, two gold medals, Pyrenees Cup, Lot and Garonne M. C. C. Cup and Bordeaux M. C. C. Cup for best Side-car performance in Pyrenees.
1921. Scottish Six days Reliability Trial. Telegram received stating that B. S. A. won five Gold Medals and tied for Team Prize.

The machines used in all these Trials were stock models, the same as you can buy. Can there be better proof of B. S. A. CONSISTENT Reliability?

Full information and catalogues given freely on request.

B. S. A. CYCLES LTD., BIRMINGHAM.

SOLE AGENTS:

WALTER FORD & CO.

8, Queen's Road Central.

TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

DESPERATE MOPLA FIGHT.

LABOUR PARALYSIS MAKES HARVESTING IMPOSSIBLE.

TROUBLE STILL BREWING IN MADRAS.

CALCUTTA, September 4.

The fight at Tirunagudi which resulted in the capture of the rebel leader Alimuddin and 42 other Moplahs lasted several hours, the rebels resisting desperately to the end. About 40 Moplahs were killed. Two British soldiers were killed and four wounded. The rebels used a kind of rocket carrying a sharp spike. A quantity of explosives and weapons were captured.

As a result of the rebellion the harvesting of the first crop is almost out of the question and in many parts fears are entertained with regard to the second crop owing to the wholesale paralysis of labour.

TREASURES THREATENED.

MADRAS, September 4.

Trouble is still brewing at Mannaraghat and hundreds of refugees are fleeing to Palaghat. Reports of robbery and plundering are arriving from Ponnani. The local police have telegraphed saying that the treasures at Ponnani and Chawgat are threatened and requesting urgent military aid. It is reported that an ultimatum has been sent the rebels demanding their surrender within 48 hours.

THE MALABAR REBELLION.

TROOPS DISPERSE IT.

BOMBAY, September 5.

The situation in Malabar is easing. The rebels are fleeing from the troops and taking to the jungle. Ali Musaliar and a number of other Moplahs have been safely jailed.

TROUBLE IN GERMANY.

POLICE AND DEMONSTRATORS FIGHT AT COBURG.

BERLIN, September 5.

Sanguinary collisions between police and demonstrators are reported from Coburg, Bavaria. A number were wounded by hand grenades and gunfire.

AVIATION GRAND PRIX.

FRENCHMAN WINS WITH SPEED AVERAGING 144 MILES AN HOUR.

BRESCIA, September 5.

A Frenchman named Sadi Leconte won the Aviation Grand Prix of 300 kilometres in 73 minutes 9.15 seconds, averaging 144 miles an hour. An Italian named Brakappa was second, in 89 minutes.

BETTER BEER.

TESTS WITH 4,000 TYPES OF SEEDLINGS.

Experiments are being carried out by the Institute of Brewing with a view to producing beer of better quality. New varieties of hops are being sought and more than 4,000 seedlings are being cultivated and tested for the qualities most desirable—disease-

resisting power and a higher content of the resinous substances to which beer owes its bitter and pleasant flavour.

Some of the experiments on the effect of fertilisers on the brewing value of the hops will not be completed for several years. In the meantime important tests will probably be begun at the next hop-picking season with four experimental kilns which have been designed to find the ideal conditions for drying hops.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

| | (Direct) | |
|-----------|------------|-----------------------------|
| "CALCHAS" | 5th Sept. | London, Amsterdam & Antwerp |
| "HEMUN" | 6th Sept. | London, Rotterdam & Hamburg |
| "NELEUS" | 13th Sept. | London, Amsterdam & Antwerp |
| "ELPENOR" | 27th Sept. | London, Rotterdam & Hamburg |
| "GLAUCUS" | 4th Oct. | London, Amsterdam & Antwerp |

LIVERPOOL SERVICE

| | (Direct or via Continental Ports) | |
|--------------|-----------------------------------|-------------------------------|
| "NINGCHOW" | 11th Sept. | Genoa, Marseilles & Liverpool |
| "THEBEUS" | 5th Oct. | Havre & Liverpool |
| "EUMAEUS" | 7th Oct. | Genoa, Marseilles & Liverpool |
| "TELEMACHUS" | 20th Oct. | Rotterdam & Liverpool |

PACIFIC SERVICE

| | (via Kobe and Yokohama) | |
|---------------|-------------------------|---------------------------------|
| "TALTHEBIUS" | 14th Sept. | Victoria, Seattle and Vancouver |
| "TYNDAROS" | 5th Oct. | |
| "PROTESILAUS" | 2nd Nov. | |

NEW YORK SERVICE

| | (via Suez or Panama) | |
|----------|----------------------|----------|
| "ATREUS" | 7th Sept. | via Suez |

PASSENGER SERVICE

| | | |
|------------|------------|---------------------------|
| "ASCANIUS" | 10th Sept. | for Singapore & Liverpool |
| "PYRRHUS" | 11th Oct. | for Singapore & London |

For Freight and Passage Rates and all Information Apply to:

BUTTERFIELD & SWIRE, AGENTS.

POST OFFICE NOTICES.

Telegraphic Communication with Gap Rock Lighthouse is interrupted.

Farrel Post Service to Pooh and places beyond Nanning is temporarily suspended.

It is forbidden to send by post Opium, Morphine, Cocaine and other Narcotics except in insured parcels accompanied by a permit to export issued by the Superintendent of Imports and Exports.

The following regulations which have been made between the Post Offices of the United Kingdom and this Colony for the disposal of Undeliverable Parcels and which will be enforced on the 1st September 1921, are published for general information:

The Sender of a parcel may request at the time of posting that, if a parcel cannot be delivered as addressed it may be either (a) treated as abandoned, or (b) tendered for delivery at a second address in the country of destination. No other alternative is admissible. If the sender avails himself of this facility his request must be written on the parcel and must be in the following forms:—

If this parcel is undeliverable to the addressee, it should be:

(a) considered as abandoned

(b) tendered for delivery to

(The alternative not requiring should be struck out.)

In the absence of a definite request for abandonment a parcel which is undeliverable at the original address, or at the alternative address (if one is furnished) will at the expiration of 15 days from date of its receipt in the United Kingdom or 21 days in this Colony (except in the case of a "Post Restante" parcel) be returned to the sender without previous notification and at his expense. A parcel received in the Colony addressed to care of "Post Office" or "Poste Restante" will be retained for a period of 3 months before being treated as undeliverable or abandoned. Such a parcel will be liable to demurrage charge as laid down in para 175 of the Hongkong Postal Guide.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From MONDAY, SEPTEMBER 5.

| | |
|--------------------------------|---------------|
| Straits | Calcutta Maru |
| London (Parcels only 5th July) | Tamara Maru |
| Japan | Tamara Maru |
| Shanghai | Yingchow |
| Shanghai | Yingchow |

WEDNESDAY, SEPTEMBER 7.

| | |
|----------------------|-------------|
| Calcutta and Straits | Benten Maru |
| Straits | Takada |

THURSDAY, SEPTEMBER 8.

| | |
|---|----------|
| EUROPE via Suez (Letters and Newspapers, London 4th Aug.) | Kwaisang |
|---|----------|

OUTWARD MAILS.

For MONDAY, SEPTEMBER 5.

| | | |
|---------------------------------|--------------|-----------|
| Samshui and Wuchow | Taiming | 4.30 p.m. |
| Port Bayard | Kam Yung Fat | 5 p.m. |
| Hohow and Pakhoi | Saichow | 5 p.m. |
| Takow, Shanghai and North China | Yado Maru | 5 p.m. |
| Takow, Shanghai and North China | Hopsang | 5 p.m. |
| Takow, Shanghai and North China | Chusan | 9 a.m. |

TUESDAY, SEPTEMBER 6.

| | | |
|--|---------------|---------|
| *Sawto, and Bangkok | Cheongking | 10 a.m. |
| Straits, Bangkok, Ceylon, Mauritius, Marquis, South Africa, Egypt, India, via Dhanushkodi, and EUROPE via MARSKILLER. Registration 8.45 a.m. Letters 9.30 a.m. The Parcel Mail will be closed on Monday, 5th Sept. at 5 p.m. | Apurita Maru | 10 a.m. |
| Tientsin | Chipahing | 10 a.m. |
| Shanghai and North China | Gyogo Maru | 10 a.m. |
| Straits, Bangkok, Ceylon, Mauritius, India, via Dhanushkodi, and EUROPE via SEOU. Registration 1.45 p.m. Letters 8.30 a.m. The Parcel Mail will be closed on Monday, 5th Sept. at 5 p.m. | Seichuen | 2 p.m. |
| Shanghai and North China | Lake Fielding | 2 p.m. |

WEDNESDAY, SEPTEMBER 7.

| | | |
|--|-----------|---------|
| *Sawto, and Bangkok | Loosung | 11 a.m. |
| Straits, Bangkok, Ceylon, Mauritius, Marquis, South Africa, Egypt, India, via Dhanushkodi, and EUROPE via MARSKILLER. Registration 8.45 a.m. Letters 9.30 a.m. The Parcel Mail will be closed on Monday, 5th Sept. at 5 p.m. | Loratan | 11 a.m. |
| Tientsin | Tungching | 11 a.m. |
| Shanghai and North China | Hailong | 1 p.m. |
| Straits, Bangkok, Ceylon, Mauritius, India, via Dhanushkodi, and EUROPE via SEOU. Registration 1.45 p.m. Letters 8.30 a.m. The Parcel Mail will be closed on Monday, 5th Sept. at 5 p.m. | Namang | 1 p.m. |

THURSDAY, SEPTEMBER 8.

| | | |
|--|---------------|---------|
| *Sawto, and Bangkok | Keemun | 8 a.m. |
| Straits, Bangkok, Ceylon, Mauritius, Marquis, South Africa, Egypt, India, via Dhanushkodi, and EUROPE via MARSKILLER. Registration 8.45 a.m. Letters 9.30 a.m. The Parcel Mail will be closed on Monday, 5th Sept. at 5 p.m. | Apurita Maru | 8 a.m. |
| Tientsin | Chipahing | 10 a.m. |
| Shanghai and North China | Gyogo Maru | 10 a.m. |
| Straits, Bangkok, Ceylon, Mauritius, India, via Dhanushkodi, and EUROPE via SEOU. Registration 1.45 p.m. Letters 8.30 a.m. The Parcel Mail will be closed on Monday, 5th Sept. at 5 p.m. | Seichuen | 2 p.m. |
| Shanghai and North China | Lake Fielding | 2 p.m. |

WEDNESDAY, SEPTEMBER 7.

| | | |
|--|-----------|---------|
| *Sawto, and Bangkok | Loosung | 11 a.m. |
| Straits, Bangkok, Ceylon, Mauritius, Marquis, South Africa, Egypt, India, via Dhanushkodi, and EUROPE via MARSKILLER. Registration 8.45 a.m. Letters 9.30 a.m. The Parcel Mail will be closed on Monday, 5th Sept. at 5 p.m. | Loratan | 11 a.m. |
| Tientsin | Tungching | 11 a.m. |
| Shanghai and North China | Hailong | 1 p.m. |
| Straits, Bangkok, Ceylon, Mauritius, India, via Dhanushkodi, and EUROPE via SEOU. Registration 1.45 p.m. Letters 8.30 a.m. The Parcel Mail will be closed on Monday, 5th Sept. at 5 p.m. | Namang | 1 p.m. |

THURSDAY, SEPTEMBER 8.

| | | |
|--|---------------|---------|
| *Sawto, and Bangkok | Keemun | 8 a.m. |
| Straits, Bangkok, Ceylon, Mauritius, Marquis, South Africa, Egypt, India, via Dhanushkodi, and EUROPE via MARSKILLER. Registration 8.45 a.m. Letters 9.30 a.m. The Parcel Mail will be closed on Monday, 5th Sept. at 5 p.m. | Apurita Maru | 8 a.m. |
| Tientsin | Chipahing | 10 a.m. |
| Shanghai and North China | Gyogo Maru | 10 a.m. |
| Straits, Bangkok, Ceylon, Mauritius, India, via Dhanushkodi, and EUROPE via SEOU. Registration 1.45 p.m. Letters 8.30 a.m. The Parcel Mail will be closed on Monday, 5th Sept. at 5 p.m. | Seichuen | 2 p.m. |
| Shanghai and North China | Lake Fielding | 2 p.m. |

WEDNESDAY, SEPTEMBER 7.

| | | |
|--|-----------|---------|
| *Sawto, and Bangkok | Loosung | 11 a.m. |
| Straits, Bangkok, Ceylon, Mauritius, Marquis, South Africa, Egypt, India, via Dhanushkodi, and EUROPE via MARSKILLER. Registration 8.45 a.m. Letters 9.30 a.m. The Parcel Mail will be closed on Monday, 5th Sept. at 5 p.m. | Loratan | 11 a.m. |
| Tientsin | Tungching | 11 a.m. |
| Shanghai and North China | Hailong | 1 p.m. |
| Straits, Bangkok, Ceylon, Mauritius, India, via Dhanushkodi, and EUROPE via SEOU. Registration 1.45 p.m. Letters 8.30 a.m. The Parcel Mail will be closed on Monday, 5th Sept. at 5 p.m. | Namang | 1 p.m. |

*Correspondence bearing speed's name only

WEATHER REPORT.

Sept. 5d. 11h. 35m.—Pressure remains low over S.W. China. It has decreased slightly from Japan to Formosa and Luzon. It has increased slightly in the neighbourhood of Hongkong.

The depression in the Eastern Sea is developing.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.07 inch. Total since January 1st, 94.07 inches, against an average of 87.35 inches. Forecast for the 24 hours ending at noon on September 6th.

1.—Hongkong to Gap Rock. S.W. or variable winds, moderate; overcast, rain.

2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamook. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY, HONGKONG.

DAILY WEATHER REPORT.

SEPTEMBER 5, 1921.—a.m.

| Station. | Hour. | Wind. | | | | | |
|--------------|-------|----------------------------|--------------|-----------|------------|--------|----------|
| | | Barometer at Sea Level. | Temperature. | Humidity. | Direction. | Force. | Weather. |
| Yildirectook | 6 a. | 30.01 | 67 | — | SE | 4 | b |
| Yamoro | — | 30.16 | — | — | SE | 2 | b |
| Takodate | — | 30.12 | — | — | SE | 3 | b |
| Tokio | — | 30.03 | — | — | NW | 2 | b |
| Kochi | — | 29.82 | — | — | NW | 1 | b |
| Yokohama | — | 29.83 | — | — | NW | 1 | b |
| Yagasaki | — | 29.82 | — | — | NW | 1 | b |
| Yokohama | — | 29.82 | — | — | NW | 1 | b |
| Yokohama | — | 29.80 | — | — | SE | 2 | b |
| Yamoro | — | 29.76 | — | — | NW | 2 | b |
| Yokohama | — | 29.82 | — | — | — | — | b |
| Yokohama | 6 a. | 29.91 | 70 | 90 | S | 1 | b |
| Yokohama | — | — | 70 | — | — | — | b |
| Yokohama | — | — | 70 | — | — | — | b |
| Yokohama | — | 29.91 | 68 | 93 | NW | 1 | b |
| Yokohama | — | 29.89 | 73 | 86 | SE | 2 | b |
| Yokohama | 7 a. | 29.83 | 73 | — | SE | 0 | b |
| Yokohama | 6 a. | — | — | — | — | — | b |
| Yokohama | — | 29.82 | 73 | 91 | S | 2 | b |
| Yokohama | — | 29.79 | 72 | — | — | 0 | b |
| Yokohama | — | 29.78 | 73 | — | K | 2 | b |
| Yokohama | — | — | — | — | — | — | b |
| Yokohama | — | 29.78 | 75 | — | SE | 4 | b |
| Yokohama | — | 29.70 | 74 | 85 | E | 5 | b |
| Yokohama | — | 29.68 | 73 | 82 | — | — | b |
| Yokohama | — | 29.69 | — | — | SE | 4 | b |
| Yokohama | — | 29.65 | 75 | 93 | SE | 4 | b |
| Yokohama | 6 a. | — | — | — | — | — | b |
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